The Side Draft

Volume 32, Issue 11 **November 2025**

Chairman's Message..... *Tom James*

November is here so it is time to put the toys away for a while and maybe do some maintenance to get ready for next spring. This year was a good one for cruise-ins and car shows. Early-on we had a lot of rain which caused some cancellations, but overall, a great year for car enthusiasts.

Last month we had our Chapter Meet at Kelsey Chevrolet in Greendale, Indiana. The weather was perfect and so was the group that attended. We had a good group of cars to judge with eight (8) judged cars and three (3) sportsman display cars. The people who volunteered to judge were very knowledgeable in their respective eras from C2 through C6. The owners were told the strong points of their cars along with the weak areas. Having a few of my own cars judged over the years, I can say this group of judges was very courteous and respectful of the amount of time and energy it takes to prepare a car for judging. We had six (6) Top Flight Awards and two (2) Second Flights.

One Top Flight Award went to Keith Eve for his 1963 split window fuel-injected coupe. Keith has spent many a day and night working on his pride and joy with his

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Inside This Issue

November Meeting Information

Date: Tuesday, November 18, 2025

Time: 6:30PM

Location: Steve Henson's Garage
5979 Yankee Road
Liberty Township, Ohio 45044

Phone: 513-571-4121

Come and see the new "toys" Steve has added to his collection.

A tech seminar is slated to occur prior to this meeting with the topic being Julian dating. More information will follow in an email. Please plan to attend this fun event.

If you have any bourbon raffle tickets to be turned in for the bourbon raffle which will be held at our Christmas party, please bring them to this meeting. As well, again this year we will be collecting new unwrapped toys for the Toys-For-Tots campaign at this meeting. Please bring an unwrapped new toy for children between the ages of 1 and 18 years to be donated to this worthy cause.

Please remember to bring a chair and drive your Corvette!

QCNCRS Website Information

https://qc.ncrs.org/

Webmaster: George Denman qc@ncrs.org

NOTICE!

Newsletter Deadlines

The deadline for getting information, into the newsletter is the 2nd of each month. If it isn't here, we will publish without you.

Chairman's message – continued

friend Chris Clemmons. These guys did a fantastic job on the '63 to earn a Top Flight Award on the first try.

Another member, Jerry Brummett, brought his '94 coupe for flight judging. This was Jerry's first time at a judging meet and he, along with is grandson, were ready to learn all they could from the experienced judges. I noticed how the judges explained the originality of his car to him and his grandson. I am sure this was a day both grandpa and grandson will always remember, and as a bonus he won a Top Flight Award for a great 1994.

Also, our own Steve Henson brought his 1995 Pace Car for judging with less than 1,000 original miles. Steve easily made a Top Flight.

Lecia Calvert brought a 1978 Pace Car out of her collection. Lecia won a Second Flight Award with her entry. The judges told her about her car and what it needs to make a Top Flight, which she just narrowly missed. We hope she corrects the shortfalls and brings it back next year to earn a Top Flight.

Congratulations to all who attended the judging meet!

Last month's meeting at Noel Graces' Factory Hot Rods was a great success. We had over 35 members in attendance to view literally some of the finest works of art. Noel had four (4) cars on display along with a chassis ready to have a body installed. Noel was kind enough to explain his process, how he builds a car from start to finish. I think everyone enjoyed the evening as well as getting a behind the scenes tour of such an interesting business. We would like to thank Noel and his staff for a great meeting!

This month we welcome our newest member, Tom Ludeke, to the Chapter. Welcome Tom! We hope to see you at a future meeting or event.

Lastly, our charity bourbon raffle is moving along. We have over half of the 200 tickets sold with around a month to go before we draw the winning tickets at our Chapter Christmas party. This raffle will be the only fundraising event for the 2026 calendar year. Membership has decided against a second raffle for the Shriners Hospital, so this means we need to get the

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other 100 tickets sold so that we can keep our commitment to the Shriners as well as fund the Club for the upcoming year. I know the members always have come through before and I am this year will not be different.

I hope to see everyone at the Steve Henson's garage, 5979 Yankee Road, Liberty Township, Ohio 45044 on November 18th for our next Chapter meeting.

Save The Wave!

Tom

Visit our Facebook page!

https://www.facebook.com/groups/www.qc.ncrs.org/

Newsletter Advertising Rates

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$25.00 / month or $275.00 / year

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$150.00 / month or $1,200.00 / year

Sponsor
$500.00 / year with direct website link

QCNCRS Corvette related classified "wanted and parts for sale" are free; however, they cannot be carried over to the next issue unless requested before the issue deadline.

TERRIE'S CORVETTE TRIVIA Ans. on Last Page

1. What was the first year for a gold Corvette? 1955, 1958 or 1967
2. How many tail lights were installed on 1961 Corvettes? 2, 4 or 6
3. What was the first year the base price went over $5,000.00? 1967, 1970 or 1971
4. What year was the pace car introduced? 1970, 1975 or 1978
5. A heavy-duty close ratio 4-speed transmission was available in 1960. True or False
6. Some 1955 Corvettes were equipped with a 284 V-8 engine. True or False

Fun Facts ..... Tom James

Fuel injection was added for 1957, but unlike the modern electronic-fuel injection (EFI) systems we use today, the Ram Jet fuel injection unit was mechanical. That is, instead of having an electric fuel pump and electronically cycled solenoid-style injectors, the pump was driven (at half engine speed) by a cable attached to the ignition distributor housing. The injectors were simple nozzles inserted near the base of the manifold runners and were always open for a constant flow system.

With the mechanical fuel pump driven by the distributor shaft, it delivered fuel pressure the entire time the engine was running. A three-piece bypass valve assembly regulated the pressure of fuel delivery. An air meter sensed engine vacuum (throttle position) and signaled the pressure regulator to direct full fuel flow to the nozzles (for power) or return some of it to a reservoir (light load, idle). Fuel pressure ranged from about 3 psi to 200 psi.

The primary goal of the Rochester fuel-injection system was to eliminate the fuel-slosh problem encountered with carburetors on road-race circuits. All Corvette carburetors relied on integral reservoirs (called bowls) to maintain a steady supply of gasoline, ready to be drawn into the engine by vacuum. However, during hard corners, lateral G-forces could pull the raw gasoline away from metering orifices and cause fuel starvation and power loss/stalling, not the way to win races. With its constant pressurized flow, mechanical flow injection (and modern EFI) was a solution.

QCNCRS Chapter Raffle

Reminder

Any members who still have not turned in their bourbon raffle tickets to please do so at or prior to our Christmas party on 12/7. If members would still like to purchase tickets, we still have some available for purchase. Please contact George Denman at georgedenmanc3@gmail.com to purchase tickets.

October QCNCRS Meeting Minutes

…Kenn Bragg

October 21, 2025
Factory Hot Rods

Tom James, Chairman, opened the meeting at 7:15 pm. Tom started by thanking Noel Grace for hosting our meeting at Factory Hot Rods. Tom then proceeded to talk about the Judging Meet which our chapter sponsored. We had eight (8) cars participating in the judging. All the cars were very nice examples of their vintages. There were six (6) Topflight awards and two (2) Second Flight cars. The scores were as follows: Keith Eve's' 63 Coupe, 1st Flight; Steve Henson's '95 conv. 99.9 ,1st Flight; Tom James' '66 Conv. 97.67, 1st Flight.; Jerry Brummett's '94 Coupe 97.13, 1st Flight; Fred Rutherford's '94 Coupe 97.53, 1st Flight; Perry Washinton's '06 Coupe 98.2, 1st Flight; Lecia Calvert's '78 Coupe 90.29, 2nd Flight; Mark Zaffuto's '70 Conv. 92.59, 2nd Flight. Tom stated that the judges did a great job and received very good comments from the participants.

Skip Polowy printed out new membership rosters for us. He passed them out to the membership. We have had several new members join the chapter.

Next Tom James discussed the bourbon raffle. Tom gave a very good lesson on bourbon. We still need to keep pushing the tickets. We have 82 sold and 118 left to go. T om suggested that we not do a second raffle so close to the bourbon raffle as a second Shiners raffle would be hard to sell. The Shiners will make more money than last year with the bourbon raffle.

Terrie James, Membership Chairperson, then spoke on the membership status. Last month we lost one and gained one new member. She also reminded us that the Christmas party will be held on December 7th at Aston Oaks Country Club. The cost will be $50 per couple, and this includes your 2026 Chapter dues. She asked that members pay by next meeting.

October QCNCRS Meeting Minutes

…Kenn Bragg (continued…)

Jamie Schworer, Treasurer, then gave a line-by-line breakdown of our finances. A motion was made to be accepted, then motion was seconded. The motion was passed without objection.

George Denman talked about a trip several members took to the Distillery by the Kentucky Speedway. The members that went had an enjoyable experience and recommended it for future trips.

Steve Barrett then discussed the Toys for Tots campaign currently going on at Horsepower Farm. Next month's Cars and Coffee will be a collection point for the toy drive. Please bring wrapped new toys in the box to our November meeting for the event.

Chris Rockenfield, Vice Chairman, reminded the membership that we will hold a tech seminar at Steve Hensons garage next month prior to our monthly meeting. The topic will be Julian dating. More information on this to follow. These are fun events to attend.

Tom James then turned over the floor to Noel Grace. Noel gave us a very in-depth overview of how he does his cars. He showed us the two '67's he is currently modifying. One is a 5- inch stretch and the other is a 4-inch stretch. He builds the chassis off of his patent per the customer's request. He is also redoing a FantomWorks car from the ground up.

Split-the-pot was then drawn, and Tom James closed the meeting at 8:52 pm.

QCNCRS October Meeting Photos

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TECHNICAL ARTICLE

1973-1974 Corvette TRUFLUX Front Bumper Cover Installation

Corvettemagazine.com, August 12, 2024, by Tommy Lee Byrd

Submitted by : Terrie James

Corvette bodies are sexy with their smooth flowing line, except when it comes to the rubber bumper covers that made their first appearance in the 1973 model year. For those owners who are tired of the wavy look of urethane bumper covers, or those who have had it with the inevitable hardening and cracking of the original 'rubber' covers, a fiberglass replacement cover is the choice. TRUFLEX fiberglass covers use a proprietary resin that gives the covers a degree of flexibility to better fit the variances in fiberglass bodies. And for those who want perfection, fiberglass or body filler can be applied to these covers to perfectly match the fenders and upper panel. The new bumper won't look like the original — it will look much better. And the cover can always be unbolted if sometime in the future it is desired to return to original style rubber bumper.

The steps in this 1973-1974 TRUFLEX bumper cover replacement article are nearly the same in replacing covers on many other years. The different steps in installing a urethane cover are shown in the Zip Corvette Tech article 1973-1974 Corvette Urethane Front Bumper Cover Replacement.

Follow along to see the steps for removing the old urethane bumper cover and installing a new TRUFLEX fiberglass bumper.

01: After 12 years on the car, a small crack appeared at the top center of the urethane bumper cover. Within a year, the side split wide open. There was not a scratch or rub mark on the paint, so this was not the result of a parking tap. Over the next few months, the cover cracked and separated in other places too.

02: Inspect the fit of the old bumper cover, or better yet photograph the fit at the fenders and upper panel. The fit is rarely perfect. It's good to remember this when installing and adjusting the fit of the new cover.

03: Remove the grills with a Phillips screwdriver. If any of these screws are missing or damaged, Zip Corvette offers them in a set 1970-1974 Grill Mount Screws. More information on removal and installing of grills is shown in the Tech Article 1973-1979 Corvette Front Grill Replacement.

04: Remove the lower valance and note any differences in the fasteners. The front spoiler doesn't have to be removed but it's a good time to install a new 1973-1979 Stock Front Spoiler if the old one looks abused.

05: Note the fasteners on the rear of the panel were machine screws but one was replaced with a sheet metal screw and clip. It's not uncommon for these to be lost or changed. Zip Corvette offers a 1973-1979 Front Spoiler Bolt Kit.

06: Two nuts attach the bumper cover on each side and are relatively easy to access with a 3/8-inch socket on a ¼ -inch drive.

07: The upper outer nuts on each side are not visible but can be reached with a 3/8-inch socket on a short extension and ¼-inch ratchet.

08: A front cushion may have to be removed for access to the two upper center nuts.

09: This shows the position of the remaining three upper studs and nuts on each side. The headlight covers can be removed for access to the nuts from the top. However, I find it easier to leave the headlight bezels in place and remove the nuts from below. Plus, there's no risk of chipping the paint while removing the bezels.

10: Drill out the old rivets with a 3/16-inch bit and remove the old urethane bumper cover from its steel lower retainer if you want to save it. The TRUFLEX bumper cover can bolt directly to the lower valence.

11: The old urethane bumper cover broke into pieces upon removal. It turns out that the paint was the only thing holding it together.

12: The heavy steel front bumper impact bar is exposed when the cover is removed. It is not likely that it will interfere with the fit of the new cover but this will need to be checked. If a rubber bumper filler strip is attached, remove it.

13: The new 1973-1974 TRUFLEX Front Bumper Cover arrived in good shape in a heavy duty box. Detailed instructions were included.

14: Make sure to buy the retainer set, 1973-1974 Front Bumper Cover Stainless Retainer Kit. The TRUFLEX fiberglass will not bend enough to allow installation of the three original cover retainers. The T-shaped studs are stainless steel, include the nuts and are made in the USA.

15: Gently sand off the small amount of flashing on the rear edges. 220 grit paper and a sanding block works well. Don't be aggressive with the sanding. The bumper cover fiberglass is thin, varying from 0.080 to 0.100-inch.

16: Hold the new bumper cover up to the car and position the cover until the fit is satisfactory. Then scribe lines on the upper rear surface of the cover to match the location of the slots in the body's upper panel. Don't go by the indentations in the cover; they are only approximate.

17: Use a 1/8th-inch bit to drill a center hole and then use a 5/16” drill bit, tilting it to cut an oval slot. Finish the slot with a side cutter bit in a Dremel tool. Alternately, just drill a 3/8-inch hole.

18: Install the bumper cover, check its fit and adjust as necessary. A good place to start is aligning the center ridge on the bumper cover to the upper body panel.

19: Tip: Spring clamps are a big help in holding the bumper cover to the car during installation if a helper isn’t available.

20: If either end of the impact bar is holding the cover out too far, its brace can be adjusted where it’s attached by 2 bolts to the frame horn. If the brace is damaged, Zip Corvette has new 1973-1974 Front Bumper Outer Braces.

21: If the bumper cover can slide down a little, then there is no problem with the bar’s height on this end interfering with the cover.

22: If the center of the bar is pressing on the cover, some adjustment can be made at its center mount. Usually this isn’t necessary.

23: Due to variations in a Corvette’s body, the new bumper cover may fit your Corvette’s body very well or the lower portion cover fender may be a little inward of the fender on either or both sides. The TRUFLEX bumpers have some flexibility to help adjust for this. Or, if the front end is being repainted, the cover can be built-up to match perfectly.

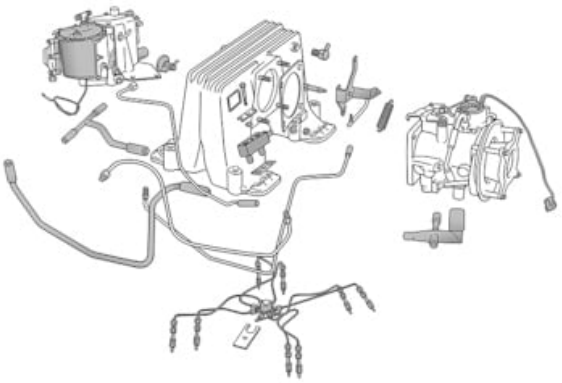
24: Tip: The TRUFLEX bumper cover can be taken to the paint shop along with old pieces for color matching.

25: After painting, the installation can be completed. No more wavy bumper cover and no worry about the rubber deteriorating with the TRUFLEX bumper cover.

Reprinted from Corvette Central
Submitted By: Terrie James

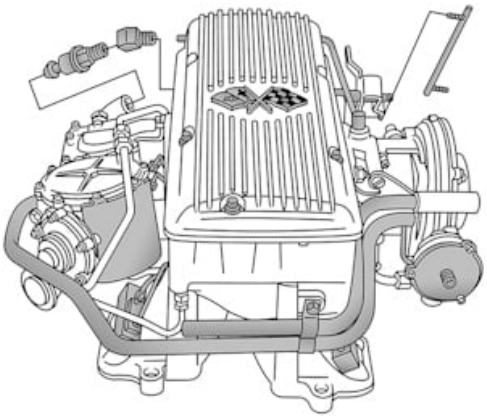
Evolution of Fuel Injection

Like any ingredient in the Corvette's recipe for success, there have been changes and evolutions in the fuel delivery system. Follow along as we dive into the evolution of fuel injection systems used in Corvettes from the earliest versions to today's power-packed and highly efficient combinations. We offer replacement parts and upgrades for nearly every fuel injection system in the Corvette legacy, so let's dig into the history and evolution of Corvette fuel injection systems.



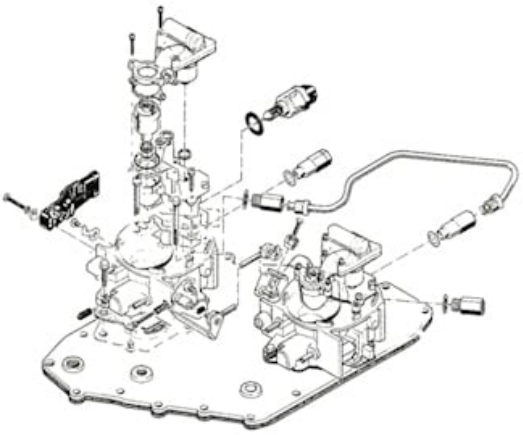
C1 - 1953-1962

The most common fuel delivery enhancements for early Corvettes came in the form of multiple carburetors. However, the engineers at General Motors and Rochester developed a revolutionary new method to feed the famous small block Chevy V8. The Rochester Ramjet fuel injection system debuted in the 1957 model, enabling the 283ci small block to produce one horsepower per cubic inch. This mechanical fuel injection system had its flaws. Still, it was a step in the right direction from a marketing perspective, as it elevated the Corvette's status in the sports car industry. Rochester fuel injection started with a ribbed top in 1957 through 1959, then changed to a smooth casting in 1960 and remained in place until the end of the C1 generation.



C2 - 1963-1967

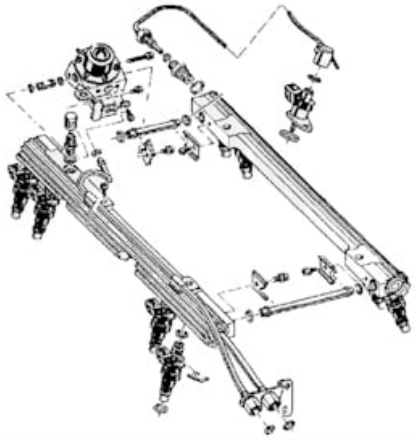
The C2 Corvette rocked the world with its futuristic body, four-wheel independent suspension, and increased horsepower offerings. Part of the formula was an updated version of the Rochester fuel injection unit. When used on Chevrolet's hottest 327ci small block, this combination produced 375 horsepower. A lack of replacement parts and a general lack of information on the fuel injection units led many Corvette owners to swap the injection for carburetors. When Chevrolet rolled out the 396ci big block engine in 1965, fuel injection took a back seat and would not return until the end of the C3 generation.



C3 - 1968-1982

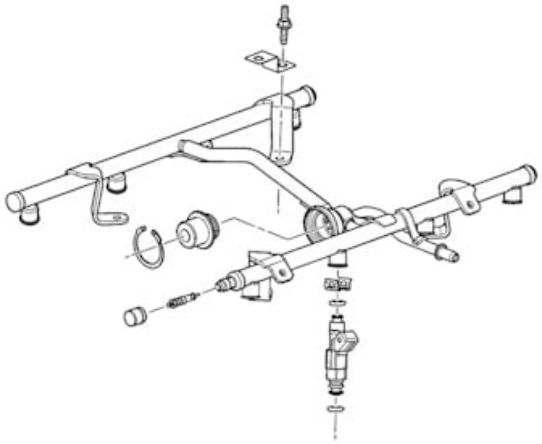
Fuel injection was wiped off the Corvette's option list for nearly two decades. Even during the height of the horsepower wars, carburetors were once again the leading form of fuel delivery. Fast forward through the smog era, and we land in the 1980s, where technology began making its way into the conversation. In 1981, Chevrolet equipped the small-block Chevy engine with an electronic Quadrajet carburetor, which allowed a computer and a series of sensors to optimize the fuel flow. The general idea was to lower

emissions and increase fuel economy, but the unique Quadrajet only lasted one year. The only fuel-injected Corvette from the C3 generation was the 1982, which featured the ill-fated Cross-Fire fuel injection system. The cross-ram style intake manifold was reminiscent of the ’69 Camaro Z/28 cross-ram. However, instead of two carburetors, the Cross-Fire system featured two throttle bodies, operated by an onboard computer and a series of sensors.



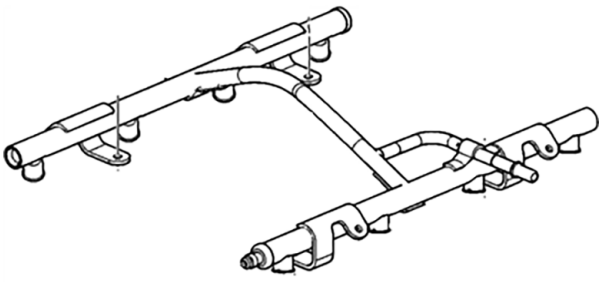
C4 - 1984-1996

Although the Cross-Firefuel injection system debuted at the end of the C3 generation, it is most known for its use in the 1984 Corvette. Plagued with problems from this system, GM changed course to develop the Tuned Port injection system for the 1985-1991 L98 engine platform. This configuration featured port fuel injectors and a long ram design fed by a dual-blade throttle body. The next update came in the form of the Gen II LT1 in 1992. The new LT1 featured a host of high-tech upgrades, including a reverse-flow cooling system, improved fuel injection, and an Optispark ignition system, replacing the small block’s recognizable rear-mounted distributor. The standout of the C4 generation was the LT5, only used in the 1990-1995 ZR-1, with a horsepower peak of 405 and plenty of room for upgrades.



C5 - 1997-2004

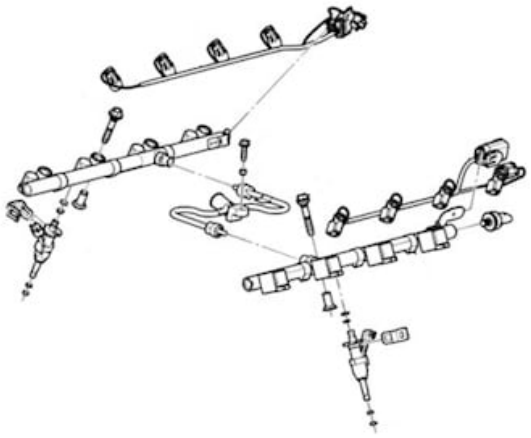
The modern rendition of Chevrolet's conventional V8 platform, called the LS1, included an aluminum block, aluminum cylinder heads, and entirely new valve train geometry to produce excellent horsepower. By this point, General Motors had a good handle on in-tank fuel pumps, pressure regulators, and injector sizing for optimal economy and performance. The Gen III small block engine remained as the go-to engine throughout the C5 generation, and the fuel injection system was unchanged for most of those years. The LS1 and LS6 engines from C5 Corvettes prove to be excellent platforms for LS swaps into older Corvettes, as adapting the modern fuel system and electronics is relatively simple with the use of aftermarket components.



C6 - 2005-2013

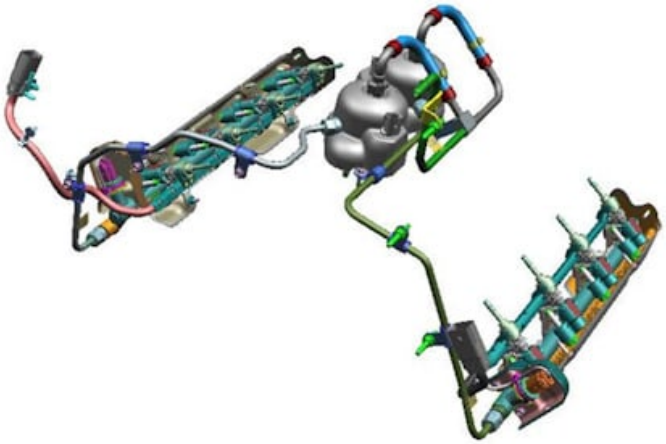
The C6 Corvette, based on the LS platform but with updated internals, brought it into the Gen IV classification. The base model engine was the LS2, a 364ci (advertised as 6.0 liter) powerhouse. The new normal became 400 horsepower with excellent fuel economy, thanks to efficient cylinder heads and a

10.9:1 compression ratio, enhanced in 2008 with the introduction of the 430-horse LS3. The 2007-2013 Z06 LS7 427ci (7.0-liter) LS7 will go down as one of Chevrolet's most impactful engines, as it broke the 500-horsepower barrier, but retained most of its standard fuel system. Next up was the reintroduction of the 2009-2013 LS9 ZR1 model, which opened the door to GM's first supercharged LS combination, which required additional fuel flow.



C7 - 2014-2019

The LS engine, phased out in 2014, made way for a new generation of LT engines. The Gen V LT1 (not to be confused with the other two LT1s from years past) was the base model engine through the entire C7 generation. This engine was the first to feature direct injection, a type of fuel injection that sprays fuel directly into the combustion chamber. This form requires a standard in-tank fuel pump to feed the system, in addition to a high-pressure mechanical pump that sends upward of 2,900 psi of fuel pressure into the injectors. Much like the mechanical fuel pumps of the old days, a lobe on the camshaft drives the high-pressure pump.



C8 - 2020-Present

Moving into the C8 generation, the base model engine became the LT2, an updated version of the LT1 from the C7, so the direct injection system remained in place. Next to debut was the LT6, an all-new naturally aspirated 5.5-liter V8 with a flat-plane crankshaft and double overhead camshafts. The LT6 is a wildly different concept, so the fuel system received a significant overhaul. General Motors engineered the direct injection system to feed from the “hot side” and increased fuel pressure to an operating range of 1,450 to 5,000 psi. The injectors are pointed upward instead of down toward the piston, like previous designs. The high-pressure fuel pump lives in the lifter valley, driven by a driveshaft with eccentric lobes, similar to a camshaft. The LT7 from the C8 ZR1 uses both a direct injection system and a port injection system to feed the 1,064-horsepower beast.

QUEEN CITY NCRS

BOURBON LOVER RAFFLE

Tickets will be sold by members of the QCNCRS chapter beginning on September 23rd

Tickets are $50 each and only 200 tickets will be sold

Drawing to be held December 7th 2025 at the annual QCNCRS Christmas party

Cash, Zelle, and checks made out to QCNCRS are accepted.

For more details or to purchase tickets contact George Denman at georgedenmanc3@gmail.com

QC

Queen City Chapter
National Corvette
jamie68c3@gmail.com

Zelle

First Prize:
Complete Set of
Blanton's
Includes all 8 letters
This is truly a bourbon lover's dream! $1350 value

Second Prize: Bottle of E. H. Taylor Single Barrel Kentucky Straight Bourbon Whiskey $250 value

Third Prize: Bottle of Caribou Crossing Single Barrel Canadian Whiskey $125 value

National Corvette Restorers Society
NCRS
Queen City Chapter

Upcoming Events

QUEEN CITY NCRS CHAPTER EVENTS:

- *December 7, 2025 – Chapter Christmas Party – Aston Oaks Country Club*

NCRS NATIONAL EVENTS:

- *January 14-17, 2026 - Florida Regional, Melbourne, FL*
- *April 16-18, 2026 - Show Me Regional, Springfield, MO*
- *June 4-6, 2026 – Pittsburgh Tri-State Regional, Altoona, PA*
- *July 26-30, 2026 - NCRS National Convention, Charleston, SC*
- *October 21-23, 2026 – Texas Regional, Frisco, TX*

CAR SHOWS AND SWAP MEETS:

November 20-23, 2015

- MCACN – Rosemont. IL

More Ohio local events: https://www.oldride.com/events/state/ohio

QCNCRS Club Shirt Ordering

Pricing and shirt options are changing.

For information on Club Shirt pricing, colors and sizing as well as to place an order please contact Terrie James at tmjames7329@gmail.com or 513- 300-6411

QUEEN CITY CHAPTER
2026 CHAPTER REGISTRATION FORM

Annual Chapter Dues $20.00

First Name: _____

Last Name: _____

Spouse's Name: _____

Street Address: _____

City, State, Zip: _____

Home Phone: _____

Cell Phone: _____

Email Address: _____

You must be an active member of NCRS to join a chapter.

National NCRS Number: _____

Options for membership renewal:

1. Renew Queen City Chapter Membership online at: https://www.ncrs.org/forums/register/chapter-membership.php

2. Complete the above form and send payment of $20.00 (payable to QCNCRS) to: Terrie James, 7329 Southpointe Drive, Cincinnati, Ohio 45233.

Questions, please call Terrie James at 513-300-6411 or email at tmjames7329@gmail.com.

Trivia Answers: 1. 1955. 2. 4 (Four). 3. 1970. 4. 1978. 5. False. 6. False.